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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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C-O-N-F-I-D-E-N-T-I-A-L

COUNTRY Poland

SUBJECT Polish Secondary Roads and Related Data

REPORT

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a report on Polish secondary roads and three sections of first-class highways, including main bridges, culverts, and railroad crossings observed on these roads. Also included in this report is miscellaneous information pertaining to the governmental agencies in charge of Polish road construction and maintenance, highway patrols, state-owned freight-handling enterprises, private motor vehicle documentation, and drivers' licenses.

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INFORMATION ON POLISH SECONDARY ROADS AND RELATED DATA

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INFORMATION ON POLISH SECONDARY ROADS AND RELATED DATA

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Introduction

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The following is a list of localities mentioned in this report and their geographical coordinates. Where UTM coordinates are available, they are also given.

BIALOBRZEGI (N51-39, E20-57)

BIELSKO-BIALA (N49-49,E19-02)(UTM CA 6020)

CERANOW (N52-38, E22-14)

CZARNE (N53-17, E20-40)(UTM DE 7602)

CZECHOWICE (N49-53, E19-01)

GLINOJECK (N52-49, E20-18)

GORA KALWARIA (N51-39, E21-14)

GROJEC (N51-52, E20-52)

JABLONNA (N52-22, E20-56)

JANOWO (N53-19, E20-40)

KALUSZYN (N52-27, E20-52)

KONSKIE (N51-12, E20-25)

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KOSOW LACKI (N52-36, E22-09)

KRZYNOWLOGA MALA (N53-10, E20-48)

KUKLIN (N53-12, E20-27)

LUBOCHNIA (N51-37, E20-04)

MALKINIA GORNA (N52-41,E22-41)(UTM ED 7039)

MIECHOW (N50-22, E20-02)

MINSK MAZOWIECKI (N52-11,E21-34) (UTM EC 3881)

MLAWA (N53-07, E20-23)(UTM DD 5885)

MOGIELNICA (N51-42, E20-44)

MSZCZONOW (N51-59, E20-31)

MUSZAKI (N53-23, E20-37)

NOWY DWOR (N52-26,E20-43)(UTM DD 8009)

OGRODZIENIEC (N50-27, E19-31)

OLKUSZ (N50-17, E19-34)

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TARCZYN (N51-58, E20-50)

TOMASZOW MAZOWIECKI (N51-32,E20-01) (UTM DC 3109)

WALBRZYCH (N50-46, E16-17)

WARKA (N51-47, E21-12)

WEGROW (N52-24, E22-01)

WIERBKA (N50-28, E19-43)

WOLBORZ (N51-30, E19-50)

WOLBROM (N50-24, E19-45)

ZABOROW (N53-16, E20-37)

ZARNOWIEC (N50-29, E19-52)

ZAWIERCIE (N50-30, E19-26)

ZYRARDOW (N52-04, E20-26)

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A. INFORMATION ON POLISH SECONDARY ROADS

1. Road ZAWIERCIE-PILICE-WOLBROM (See Annex A) 50X1-HUM

Installation Equipment Manufacturing Plant, A-19 (Olkuskie Zaklady Wytworcze Sprzetu Instalacyjnego, A-19) located in WIERBKA. 50X1-HUM

Because of the lack of railroads in the area, the traffic on this road was quite heavy for that on a secondary road. approximately 200 50X1-HUM cars traveled this road in a 24-hour period, in addition to which an unknown number of farm wagons used the road, especially during the summer and fall seasons.

a. Construction

This road was approximately 35 km long. The wearing course was about four m wide and was constructed from locally procured limestone. The base was also of this limestone. The shoulders were 1½ m wide, made of earth obtained from the drainage ditches, and were mostly used by the farmers' wagons. 50X1-HUM This road passed through narrow streets, in some places only three meters wide, in the town of PILICA.

b. Maintenance

proper maintenance and rebuilding on the ZAWIERCIE-50X1-HUM PILICA-WOLBROM road had been neglected because a new railroad line was to be built in 1958 connecting these localities. The road building materials were to be hauled on this new line. 1.

The section from OGRODZIENIEC to PILICA, about 10 km in length, was barely passable during the fall rainy season. 50X1-HUM the road ZAWIERCIE-PILICA-WOLBROM was unusable during the winter and early spring and that because of this, the production of the Olkuskie Installation Equipment Manufacturing Plant, A-19 in WIERBKA and other unidentified plants in the area was affected and practically stopped during those seasons.

c. Bridges

bridges along the ZAWIERCIE-PILICA- 50X1-HUM WOLBROM road:

(1) Bridge Across the Czarna Przemsza River

A concrete arch bridge spanned the Czarna Przemsza River (see Item 1, Annex A, for pinpoint location). It was approximately 10 m long, 7 m wide, and had a concrete surface. The clearance under the bridge was six meters and the river was about three meters wide.

(2) Bridge Across the Pilica River

A wooden deck bridge spanned the Pilica River at PILICA (see Item 3, Annex A for pinpoint location). It was approximately 20 m long, 6 m wide and was built after World War II. It appeared to be in fair condition. Its capacity was unknown. The clearance under the bridge was 6 m and the river was about 10 m wide.

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d. Overhead Cable Car

Crossing this road approximately five kilometers southeast of ZAWIERCIE was an overhead cable car of steel construction. About seven meters high, it re cted an unidentified cement factory with a lime quarry. (See Item 2, Annex A, for pinpoint location.)

2. Road PILICA-WIERBKA

this section of the PILICA-ZARNOWIEC county road 50X1-HUM linked PILICA with the Olkuskie Installation Equipment Manufacturing Plant, A-19 in WIERBKA. (See Item 4, Annex A, for pinpoint location.)

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The road was approximately six kilometers long and had a four-meter-wide wearing course of rolled gravel on a limestone base which was of unknown thickness. It had earth shoulders 1½ m wide. Well-kept drainage ditches about 1½ m deep, 0.75 m wide at the bottom and 1½ m wide at the top, also bordered the road.

3. Road WARSAW-TARCZYN-GROJEC-BIALOBRZEGI (See Annexes B and B-1)

It 50X1-HUM was a section of the first class highway WARSAW-KRAKOW. It was constructed in the period from 1925 to 1935 and was resurfaced after World War II.

a. Construction

The road section WARSAW-BIALOBRZEGI was approximately 75 km long and the wearing course, which was about eight meters wide, was alternately (distances unknown) of concrete, asphalt, and stone bricks.2. The road shoulders were of pressed quarry stones and were about one-half meter wide. In places where minor repairs had been made in the vicinity of GROJEC, the sub-base 50X1-HUM course consisted of crushed rock and the base course, of concrete about 20 cm thick.

This was an all-weather road which passed through flat terrain. It had no sharp turns and was elevated at least one meter above the ground level. The ditches were one-half to one meter deep, 0.75 m wide at the bottom and 1½ m wide at the top. They were kept clean of grass and refuse.

b. Maintenance

The road was supervised continuously by regional road maintenance personnel. In the winter season it was protected by snow fences and 50X1-HUM by the availability of snow plows.

c. Bridge

There was a steel reinforced concrete bridge across the Pilica River about one kilometer north of BIALOBRZEGI (see Annex B-1). It was of the bowstring type with two spans, had an over-all length of about 50 m, was about 10 m wide, and had a concrete deck. The clearance under the bridge was about 10 m and the river was 30 m wide. It was built shortly after WW II and was in good condition. (See Figure 2, Annex C for sketch of this bridge.)

d. Culverts

there were concrete arch culverts along this 50X1-HUM road (see Figure 1, Annex C for sketch of a standard concrete arch culvert), mostly in the sector between WARSAW and GROJEC. (See Items 2 and 4, Annex B and Item 1, Annex B-1, for pinpoint locations.)

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e. Railroad Crossing

A railroad crossing was located in the vicinity of OKECIE (see Item 1, Annex B, for pinpoint location). It was a guarded crossing and had manually operated wooden barriers.

f. Road Junctions

(1) Junction with Road to ZYRARDOW

This road was joined by a secondary road from the direction of ZYRARDOW (see Item 3, Annex B, for pinpoint location).

(2) Road Junction at GROJEC

This was an important road junction for travelers journeying south from WARSAW. From this point, secondary county roads led to the towns of MSZCZONOW, MOGIELNICA, and GORA KALWARIA (see Item 2, Annex B-1, for pinpoint location of this road junction).

4. Road RAWA MAZOWIECKA-TOMASZOW MAZOWIECKI-PIOTRKOW-SULEJOW (See Annex D) 50X1-HUM

The road RAWA MAZOWIECKA-TOMASZOW MAZOWIECKI-PIOTRKOW-SULEJOW connected the LODZ-WARSAW highway and the LODZ-KONSKIE-STARACHOWICE highway and also was part of the main road connecting WARSAW with the rich industrial center of KATOWICE (STALINOGROD). It was a first class highway constructed between 1920 and 1930 and was in very good condition. The approximate length of this sector was 75 km, divided as follows: RAWA MAZOWIECKA to TOMASZOW MAZOWIECKI 32 km, TOMASZOW MAZOWIECKI to PIOTRKOW 28 km, and PIOTRKOW to SULEJOW 15 km.

a. Construction

The wearing course of this road consisted of sections of granite stone, concrete, and asphalt and was from 6 to 8 m wide, with the exception of the section PIOTRKOW-SULEJOW which was 8 to 10 m wide. The base course 50X1-HUM consisted of a concrete layer about 20 cm thick. Shoulders of pressed gravel (kamien polny) were 1½ m wide. Approximately 60 percent of the length of this road was on level ground and 40 percent, mostly in the vicinity of RAWA MAZOWIECKA, was on rolling terrain. 50X1-HUM

b. Maintenance

This road was under constant supervision and repair by road maintenance personnel. It was protected by snow fences and was kept open all year around.

c. Bridges

(1) Bridge Across the Piasecznica River

A concrete deck highway bridge spanned the Piasecznica River about one kilometer north of TOMASZOW MAZOWIECKI (see Item 2, Annex D, for pinpoint location). It was about 30 m long and 10 m wide. Clearance under the bridge was about four meters. The river was approximately 20 m wide. The capacity of this bridge was unknown.

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(2) Bridge Across an Unidentified Stream

A concrete deck highway bridge spanned an unidentified stream connected with nearby Bugaj Lake approximately three kilometers east of PIOTRKOW (see item 7, Annex D, for pinpoint location). This bridge was about 15 m long and 12 m wide. Clearance under the bridge was about four meters, and the stream bed was about 15 m wide. The capacity of the bridge was unknown

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(3) Bridge Across the Luciaza Stream

This concrete arch bridge, approximately six kilometers west of SULEJOW (see Item 8, Annex D, for pinpoint location), was about 15 m long and 12 m wide. Clearance under the bridge was about four meters and the river was about 10 m wide. The capacity of the bridge was unknown

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(4) Bridge Across the Pilica River

A concrete arch bridge in the city of SULEJOW (see Item 9, Annex D, for pinpoint location) was 60 to 70 m long, approximately 12 m wide, and had two spans. Clearance under the bridge was about 7 m and the river was 40 m wide. this bridge was built after World War II and it would carry the heaviest trucks on the Polish highways.

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d. Culverts

This road had an unknown number of culverts. four culverts between TOMASZOW MAZOWIECKI and PIOTRKOW, three of which were in a close group at the latter point (see Items 3 through 6, Annex D, for pinpoint locations). The culverts were arch type, about 10 m wide, and ranged in length from 3 to 8 m.

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e. Railroad Crossing

a single-track railroad crossing located about two kilometers north of TOMASZOW MAZOWIECKI (see Item 1, Annex D, for pinpoint location). This was a guarded railroad crossing with manually operated wooden barriers. It was manned by a railroad employee 24 hours a day.

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5. Road WARSAW-NOWY DWOR-PLONSK-MLAWA (See Annex E)

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This road was a first class highway completed and widened after WW II and called an "autostrada" from WARSAW to GDANSK-GDYNIA. the amount of traffic on this road at about 20 motor vehicles per hour; in addition, an unknown number of horse-drawn wagons used the road shoulders, especially in the section between PLONSK and MLAWA.

a. Construction

The wearing course consisted of cobblestones and was six meters wide from WARSAW to NOWY DWOR. It was eight meters wide and made of asphalt from NOWY DWOR to MLAWA. The shoulders were 1½ m wide and made of gravel. The road was on level ground except for two hills (grade elevation unknown) between JABLONNA and NOWY DWOR.

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50X1-HUM

b. Maintenance

This road was in good condition and the drainage ditches were kept clean of grass and soil. Snow fences for the road were stored at strategic locations and snow plows were also available during the winter season. 50X1-HUM

c. Bridge

50X1-HUM

only one major highway bridge on this road. It spanned the Bug Narew River at NOWY DWOR (see Item 1, Annex E-1, for pinpoint location.) It was a concrete bowstring bridge about 150 m long and 12 m wide and had three spans. Clearance under the bridge was about 15 m and the river was about 120 m wide. The bridge had an estimated capacity of about 50 tons.

6. Road KUKLIN-ZABOROW-CZARNE-JANOWO-KRZYNOWLOGA MALA (See Annex F) 50X1-HUM

this secondary road was built or was widened for military purposes in 1955. It furnished two new approaches to the Muszaki maneuver area from the south and connected the first class highways WARSAW-MLAWA-GDANSK and WARSAW-PRZASNYSZ-SZCZYTNO-OLSZTYN. The road followed the route of the old county and village roads of this area and led to the allegedly new military installation constructed in 1955 in the area between CZARNE and JANOWO. The over-all length of this road estimated at 45 km: from KUKLIN to JANOWO 25 km, and from JANOWO to KRZYNOWLOGA MALA 20 km. 50X1-HUM

a. Construction

The wearing course was of macadam and was about 5 m wide; gravel shoulders from 1 to 1½ m wide bordered. Crushed rock about 30 cm thick was used for the base course. The terrain over which it passed was level and consisted of sandy soil and gravel.

b. Maintenance

State owned and operated construction firms built this road. The materials were hauled mostly by horse-drawn wagons of the locally hired farmers. a few rollers of unidentified type being used on this project. 50X1-HUM

c. Bridge

only one bridge on this road. It was built in the summer of 1955 and spanned the Orzec River in the vicinity of ZABOROWO (see Item 2, Annex F, for pinpoint location). This concrete arch bridge was about 10 m long and 6 m wide. Clearance under the bridge was about six meters; the Orzec River was approximately six meters wide. 50X1-HUM

50X1-HUM

d. Culvert

one new (built in 1955) concrete arch culvert on this road. It was located about 2½ km east of KUKLIN (see Annex C for culvert sketch and Item 1, Annex F, for pinpoint location). It was about five meters long and six meters wide. 50X1-HUM

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7. Road KALUSZYN-WEGROW-SOKOLOW PODLASKI-CERANOW-KOSOW LACKI-MALKINIA GORNA (See Annexes G and G-1) 50X1-HUM

this road was an additional and substitute road for the first class highway WARSAW-OSTROW MAZOWIECKI-BIALYSTOK to the border of the Soviet Union. The sector KALUSZYN-WEGROW-SOKOLOW PODLASKI-CERANOW-KOSOW LACKI was a first class highway.

a. Construction

The wearing course was at least 6 m wide, constructed on a concrete base course which was about 20 cm thick. Sections of the wearing course were constructed of different materials including 10 percent of the road macadam, 45 percent asphalt, and 45 percent cobblestone. The gravel shoulders were two meters wide. Construction of this sector was completed in 1956.

The sector KOSOW LACKI-MALKINIA GORNA was a county road in need of repair. The wearing course of this road was about five meters wide and was of gravel, shoulders were of earth or pressed sand about 1½ m wide. 50X1-HUM widening and rebuilding of this sector was to begin late in 1957 or in 1958. the road KOSOW LACKI-MALKINIA GORNA was located east of, and parallel to the railroad MALKINIA-SOKOLOW PODLASKI. (For the approximate route of this road, see broken line on Annex G-1.) 50X1-HUM

b. Bridge

one wooden deck bridge spanning the Bug River about three kilometers south of MALKINIA (see Item 1, Annex G-1, for pinpoint location and sketch). It was built of logs, was 25 to 30 m long and about 8 m wide, and had a wooden plank deck. Clearance above the water level was about 6 m and the river was approximately 15 m wide. 50X1-HUM

c. Concrete Arch Culvert

one concrete arch culvert which spanned the Liwiec stream approximately three kilometers southwest of WEGROW (see Item 1, Annex G, for pinpoint location). This culvert was about eight meters long and eight meters wide. 50X1-HUM

d. Railroad Crossing

one single-track railroad crossing located about 3½ km west of SOKOLOW PODLASKI (see Item 2, Annex G, for pinpoint location). This crossing was guarded with a hand-operated wooden barrier. 50X1-HUM

B. MISCELLANEOUS DATA ON POLISH ROADS, HIGHWAY PATROLS, FREIGHT HANDLING, AND PRIVATE VEHICLES

1. Classification of Roads

Polish roads could be divided into two main categories, public roads and village (community) roads. 50X1-HUM

a. Public Roads

Public roads included first class highways with wearing courses 6 to 10 m wide (also called "autostrady") and second class county roads which had wearing courses from four to six meters wide.

b. Village Roads

Village (wiejskie-gromadzkie) roads were usually gravel or dirt roads,from three to six meters wide, connecting villages and small groups of houses. Village and community councils were responsible for their construction and maintenance. Usually these roads were impassable for long periods of time during the winter and spring thawing seasons.

2. Agencies Responsible for Public Road Construction and Maintenance

the following state-controlled agencies in Poland responsible for constructing and maintaining public roads:

a. Central Administration for Public Roads

The Central Administration for Public Roads, known by its abbreviation, "CZDP" (Centralny Zarzad Drog Publicznych), had its offices in WARSAW (address unknown).

it had the following functions: coordination of road construction throughout Poland, assignment of priority to lower echelons, distribution of funds and construction equipment to lower echelons, and conducting of periodical inspection of public roads in Poland.

it either controlled or worked closely with the Roads Construction Institute (Instytut Budownictwa Drogowego), also located in WARSAW (address unknown). Subordinate to the Central Administration for Public Roads was an Administration for Public Roads at each Province (Voivodship).

b. Provincial (Voivodship) Administration for Public Roads

Each provincial government administration had a branch called the Voivodship (Provincial) Administration for Public Roads, also known by its abbreviation "WZDP" (Wojewodzki Zarzad Drog Publicznych). This agency was responsible for road construction and maintenance within the provincial area. The Central Administration for Public Roads gave final approval to plans for building roads or requests for construction equipment prepared by the respective Provincial Administration for Public Roads.

each unit had its own laboratory for testing soil and materials to be used on certain roads. the detailed plans and selection of proper materials to be used were decided upon at this level. Each provincial Administration for Public Roads controlled an unknown number of subordinate agencies which were called Districts of Public Roads Exploitation.

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c. District of Public Roads Exploitation

the District of Public Roads Exploitation, also known by the abbreviation "REDP" (Rejon Eksploatacji Drog Publicznych), was the lowest echelon unit responsible for road construction and maintenance. The District of Public Roads Exploitation was in charge of all construction and maintenance undertaken on state roads.

This unit had an unknown number of permanent technical personnel and an unknown amount of construction equipment. positions within the REDP: road master (drogomistrz), assistant road master (podmajster), and road overseer (droznik). A road overseer was assigned to a specific sector of public highway and was responsible for making on-the-spot minor road repairs.

Each REDP had a centrally located garage where road construction equipment was kept. the following types of equipment in use in road construction or repairs: rollers (walce), powered by oil, gas, or steam engines; rock crushers (tluczkarki); tar boilers (smolowiarki); and tractors.

3. Highway Patrols

Each Headquarters of the Provincial Citizens' Militia had a highway patrol detachment consisting of an unknown number of officers and enlisted personnel. Until October 1956 these detachments operated permanent road control points, which were usually located in the outskirts of larger cities on all main roads leading to the cities. These militia men checked registration papers and drivers' licenses. After October 1956, only "flying" road blocks (lotne kontrole) were set up occasionally by the highway patrol to check registration documents and drivers' licenses. Highway patrols were restricted to the specific provincial area to which they were assigned.

Personnel of these patrols wore regular militia uniforms with an armband on each arm extending from the wrist about 20 cm upward to the elbow. These bands were made of white leather with two white circles about 10 cm in diameter printed on them. Each "flying" road block consisted of two militia men, each armed with a pistol, who rode motorcycles. The motorcycles were of Polish, Soviet, or East German manufacture.

4. Agencies Responsible for Freight Handling

Under the regime in Poland all freight to be hauled over the roads was handled by two transport agencies.

a. State Automobile Transportation Agency

This Agency, also commonly known as PKS (Panstwowa Komunikacja Samochodowa), was charged with operating the statewide bus service and nation-wide trucking of road cargo through its provincial auto transport branches. The trucks of this unit were authorized to handle inter-provincial cargo traffic. Control over its drivers was maintained by issuance of permanent or periodical inter-provincial travel permits. These permits were checked on highways by State Automobile Transportation inspectors, who also checked the cargo of trucks against the bills of lading for possible black market items.

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b. Transport Cooperatives

The Transport Cooperatives (Spoldzielnie Transportowe) were authorized to handle road cargo within individual provinces, freight within the large cities, and short runs within the industrial areas of the same province. In certain cases where there was a backlog in PKS hauling, the trucks of the Transport Cooperatives could be contracted by the PKS for inter-provincial trips, each trip being documented with a special permit.

5. Privately Owned Motor Vehicles

anyone who had the required amount of money could purchase a car or motorcycle. Motorcycles were very popular with the population. Prices for second-hand motorcycles ranged from 5,000 to 30,000 zlotys for German and Polish models. A new Polish model Warszawa cost from 20,000 to 160,000 zlotys. The registration fee, including the road tax, was 80 zlotys per year for motorcycles and 160 zlotys for a passenger car. The price of gasoline was 4.80 zlotys per liter and for oil, 10.00 zlotys per liter. 50X1-HUM 50X1-HUM

The registration and ownership documents consisted of one book which contained data pertaining to previous owners and dates of legal sales. This book had entries of yearly mechanical inspections, registration stamps by the Warsaw Capital City National Council, Transport Branch, and an entry certifying that the registration fee of 80 zlotys had been paid. 50X1-HUM

The only other document required was a motorcycle driver's permit, also issued by the Transportation Branch (Wydzial Drogowy) of the National Council of the Capital City of WARSAW. 50X1-HUM

COMMENTS:

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2. this pattern was used on all roads being resurfaced in order to break road monotony and keep drivers alert.

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4. the highway LODZ-WARSAW was strictly controlled by personnel of the provincial militia and the auto transport agencies. Both agencies tried to curb black market activities and illegal smuggling of woolen goods from LODZ to WARSAW and cosmetics and other unidentified items from WARSAW to LODZ.

Annex A

PINPOINT LOCATION OF THE ROAD ZAWIERCIE-OGRODZIENIEC-PILICA-WOLBROM

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Poland, 1:100.000
ZAWIERCIE.

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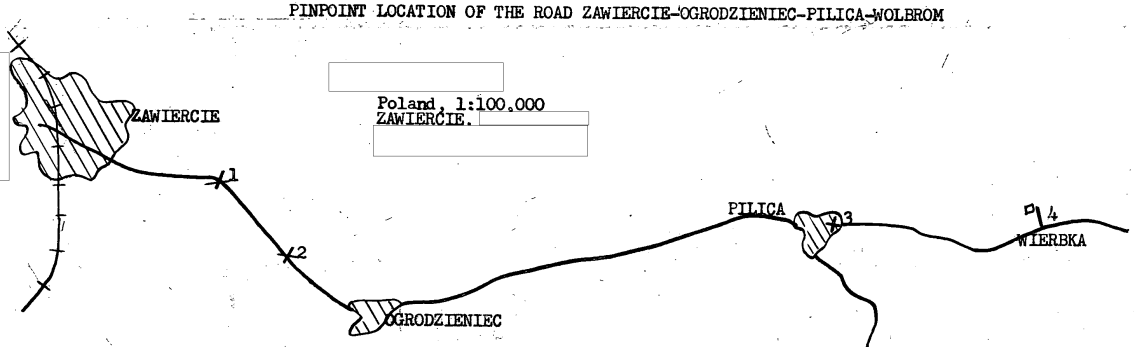

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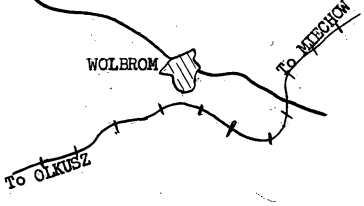
Legend:

1. Bridge across Czarna Przemsza River
2. Overhead Cable Car
3. Bridge across Pilica River
4. Olkusz Installation Equipment Manufacturing Plant, A-19



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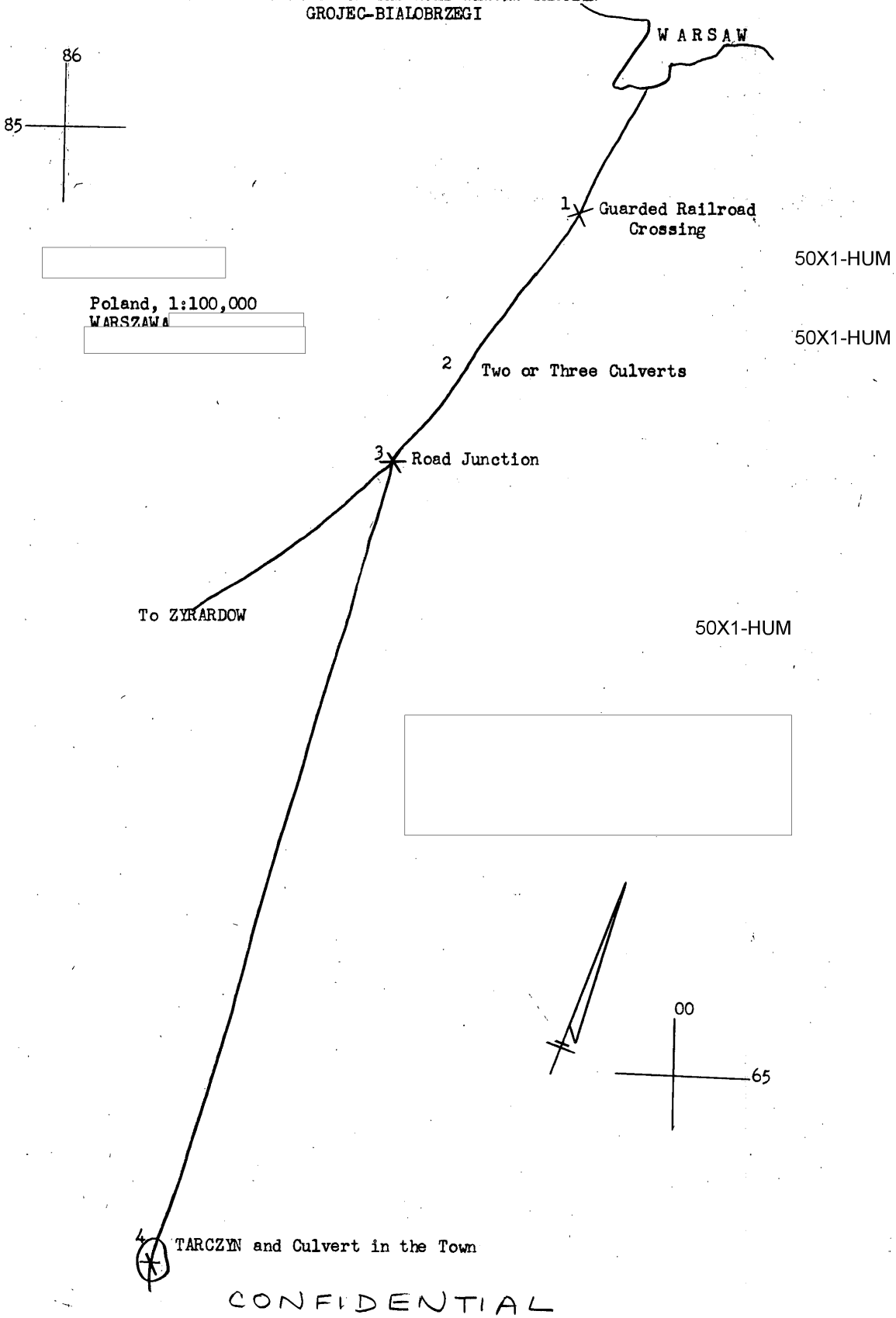
Annex B

PINPOINT LOCATION OF THE ROAD WARSAW-TARCZYN-GROJEC-BIALOBRZEGI



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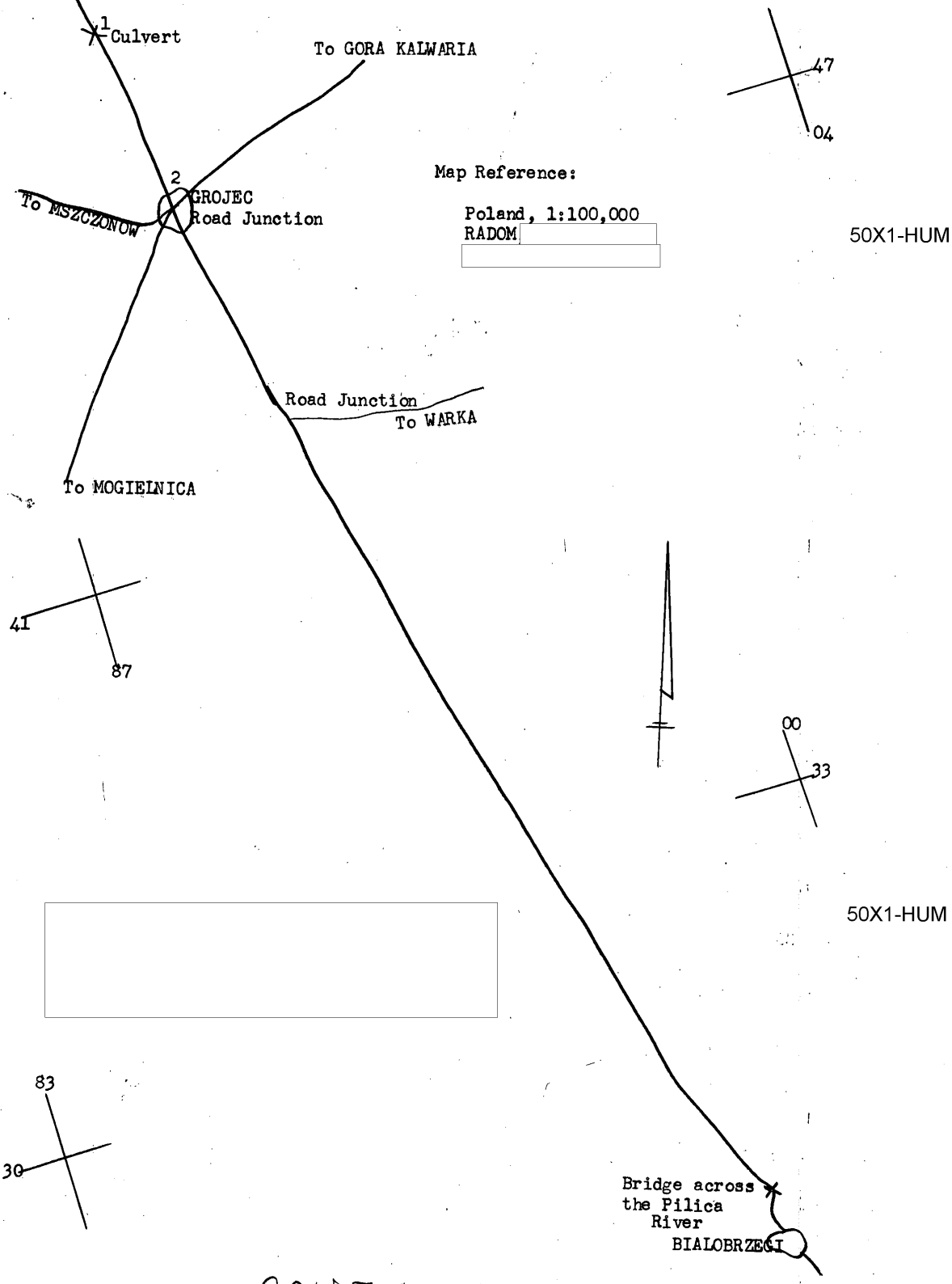
Annex B-1

PINPOINT LOCATION OF THE ROAD WARSAW-TARCZYN-GROJEC-BIALOBRZEGI
(Continued)



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Annex C

SKETCH OF THE ARCH CULVERTS USED (ALLEGEDLY STANDARD);
A CONCRETE BRIDGE AT BIALOBRZEGI

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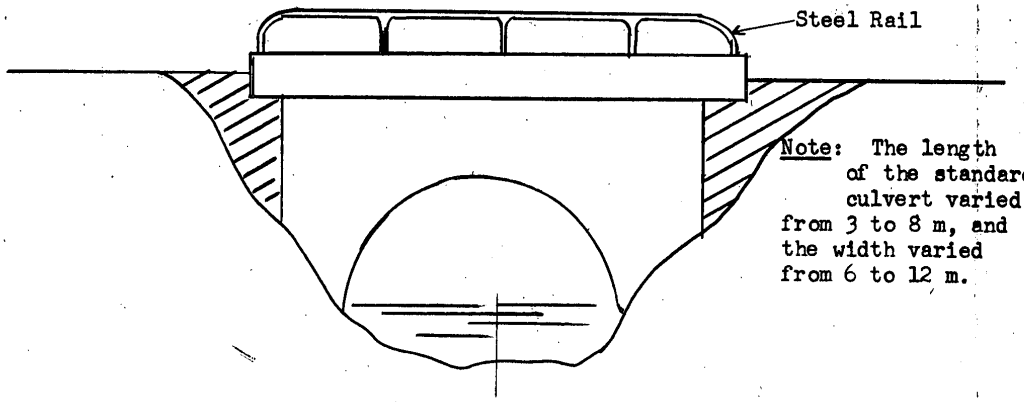

Note: The length of the standard culvert varied from 3 to 8 m, and the width varied from 6 to 12 m.

Figure 1 - Standard Concrete Arch Culvert

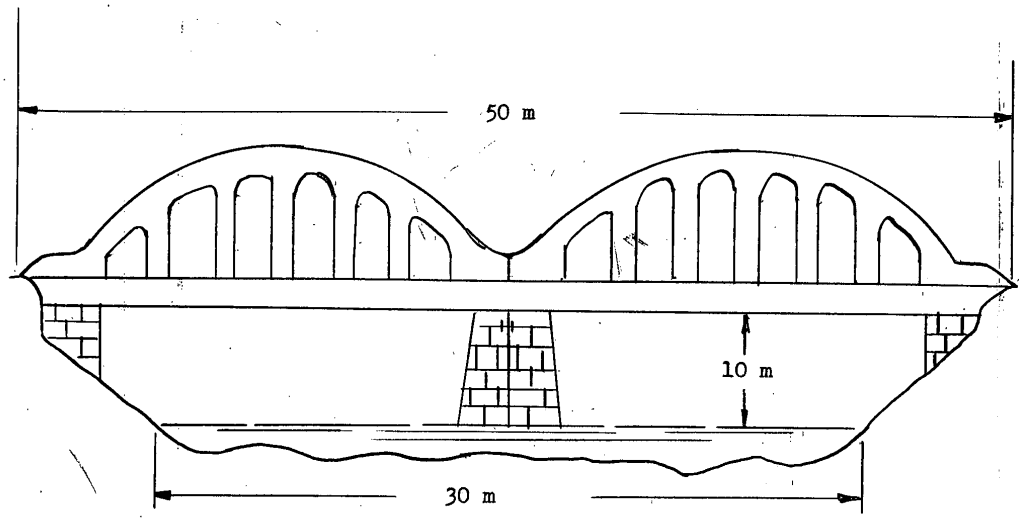

Figure 2 - Concrete Bridge

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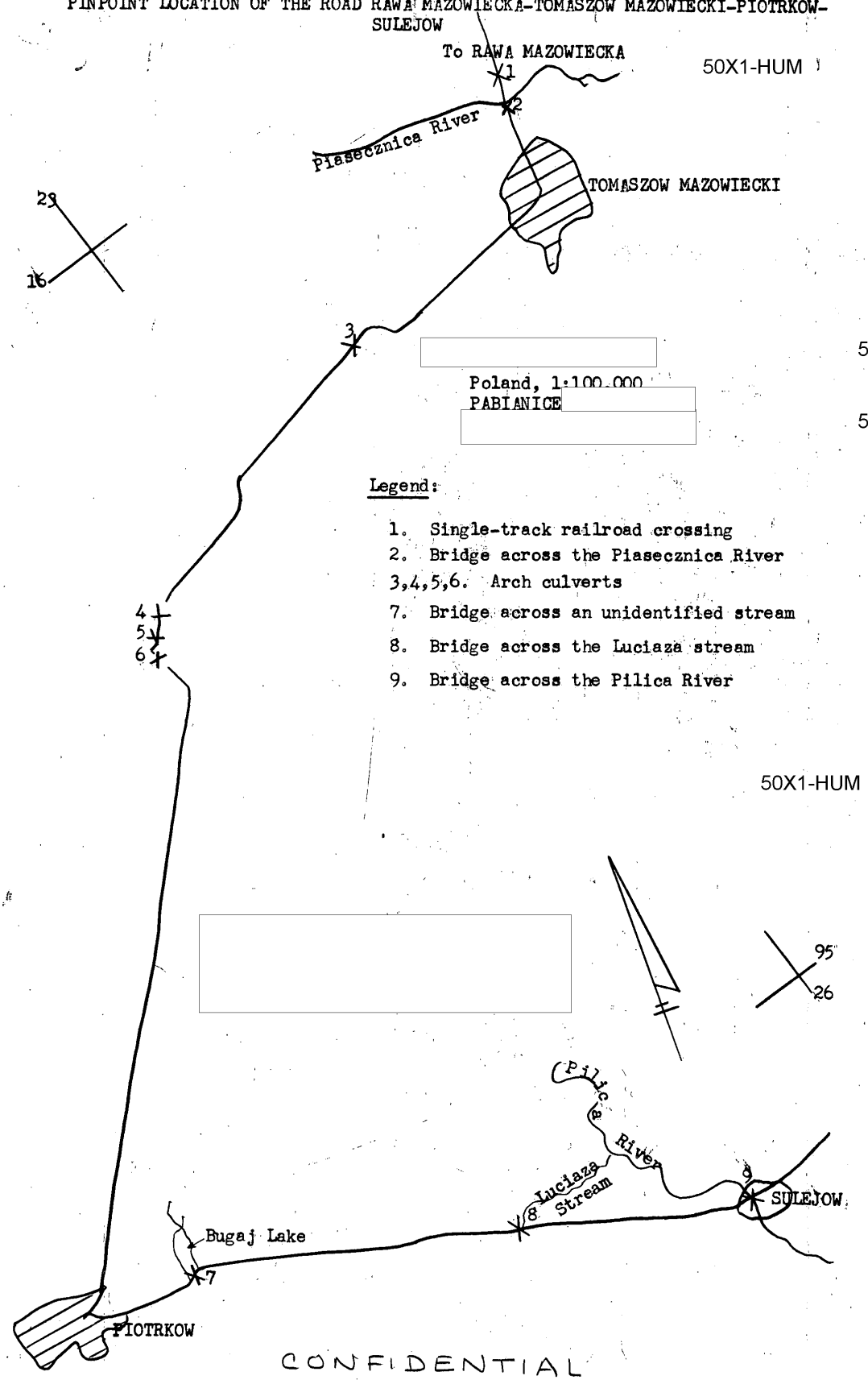
Annex D

PINPOINT LOCATION OF THE ROAD RAWA MAZOWIECKA-TOMASZOW MAZOWIECKI-PIOTRKOW-SULEJOW



50X1-HUM

50X1-HUM

Poland, 1:100,000

PABIANICE

50X1-HUM

50X1-HUM

Legend:

1. Single-track railroad crossing
2. Bridge across the Piasecznica River
3,4,5,6. Arch culverts
7. Bridge across an unidentified stream
8. Bridge across the Luciaza stream
9. Bridge across the Pilica River

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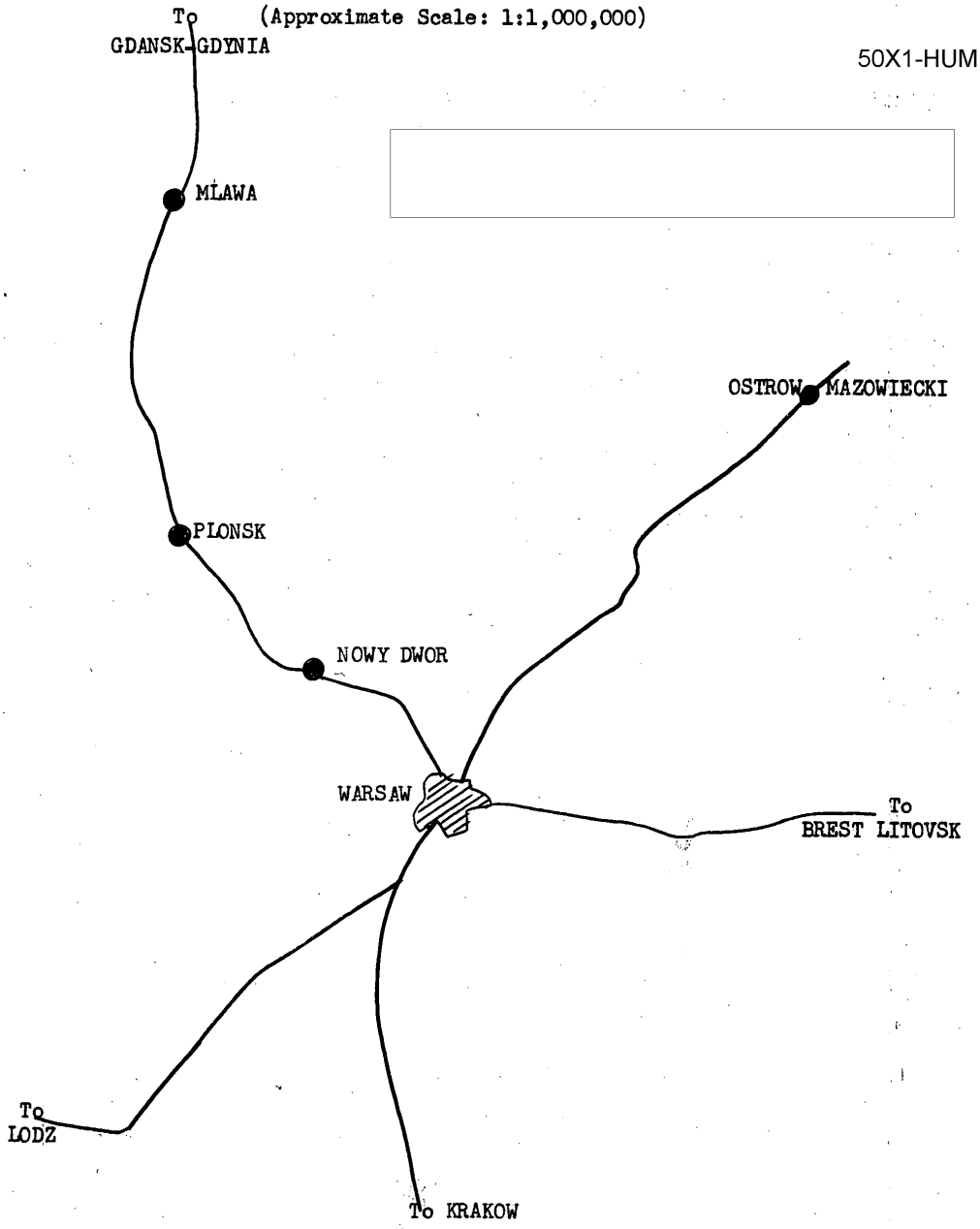
Annex E

50X1-HUM

SKETCH OF THE HIGHWAY WARSAW-NOWY DWOR-PLONSK-MLAWA

(Approximate Scale: 1:1,000,000)

50X1-HUM



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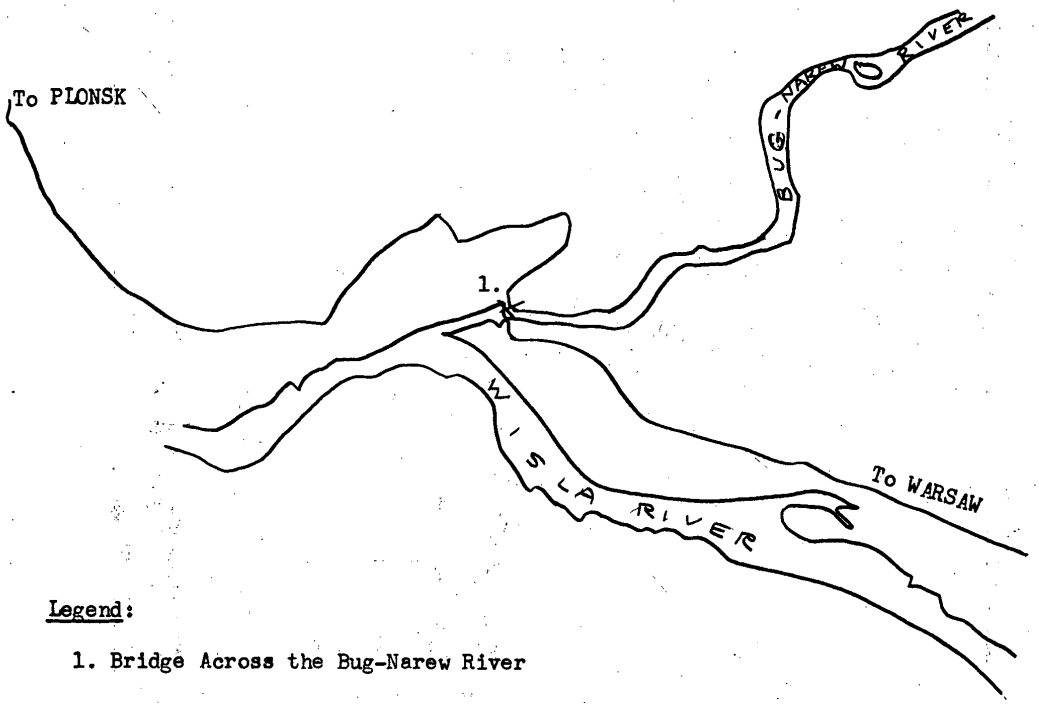
Annex E-1

PINPOINT LOCATION OF THE BUG-NAREW HIGHWAY BRIDGE AT NOWY DWOR

73
20

Map Reference:

Poland, 1:100,000
WOLOMIN 50X1-HUM



Legend:

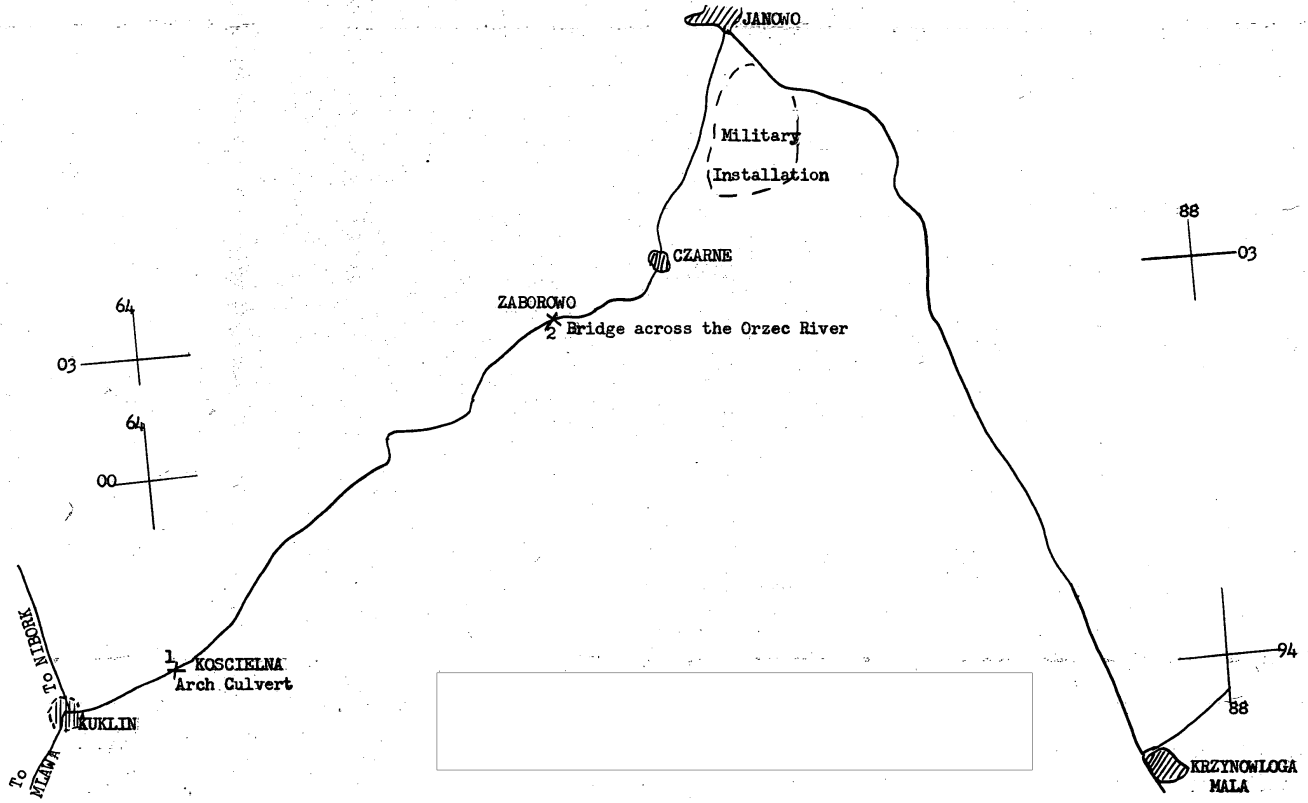
1. Bridge Across the Bug-Narew River

03
86

CONFIDENTIAL 50X1-HUM

Annex F

PINPOINT LOCATION OF THE ROAD KUKLIN-ZABOROWO-CZARNE-JANOWO-KRZYNOWLOGA MALA



50X1-HUM

50X1-HUM

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-20-

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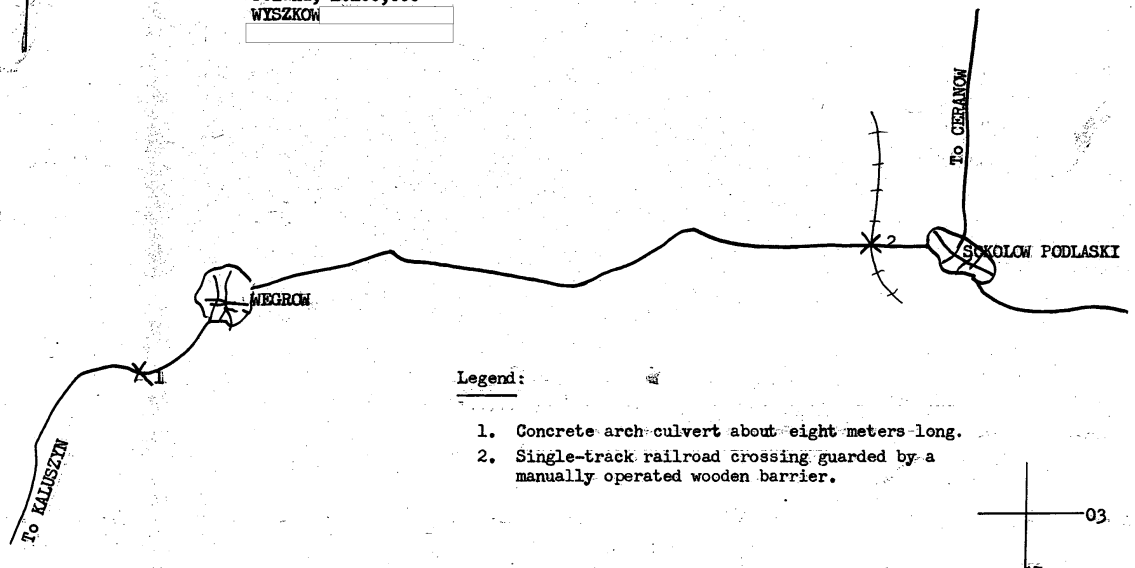
Annex G

PINPOINT LOCATION OF THE ROAD KALUSZYN-WEGROW-SOKOLOW PODLASKI-CERANOW-KOSOW LACKI-MALKINIA GORNA

65
14

Map Reference:

Poland, 1:100,000
WYSZKOW



Legend:

1. Concrete arch culvert about eight meters long.
2. Single-track railroad crossing guarded by a manually operated wooden barrier.

03
87

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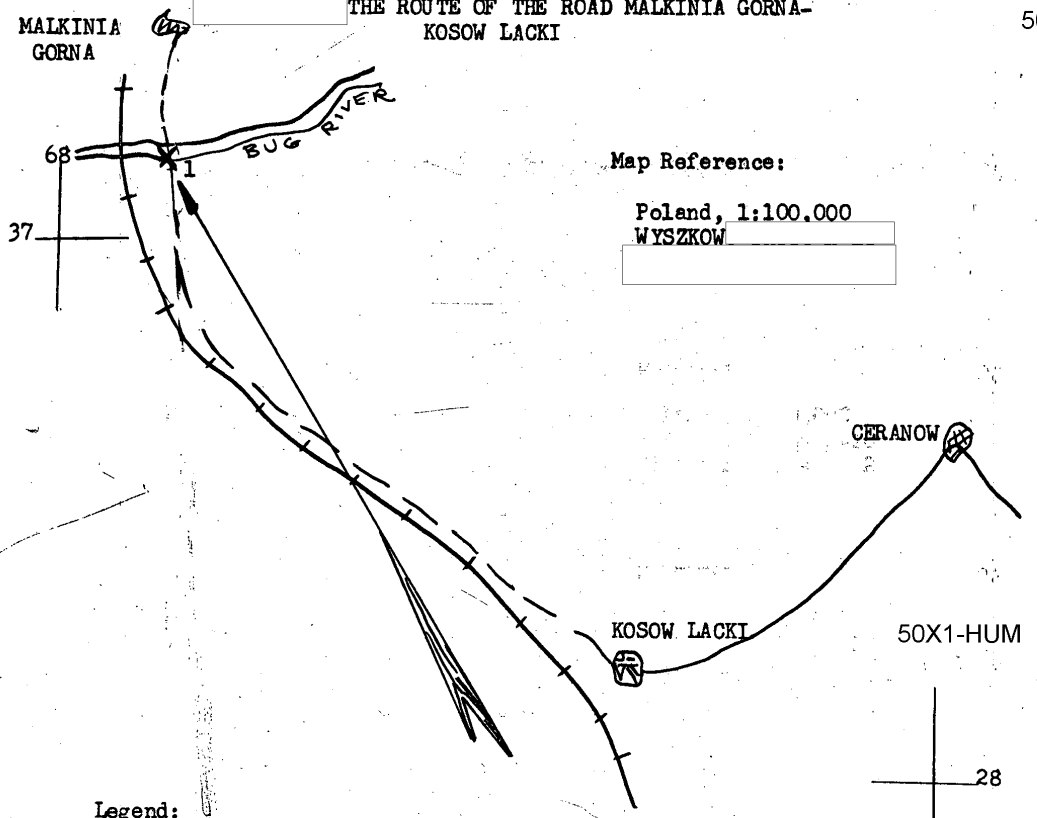
Annex G-1

PINPOINT LOCATION OF THE BUG RIVER BRIDGE AND THE ROUTE OF THE ROAD MALKINIA GORNA-KOSOW LACKI

50X1-HUM



Map Reference:

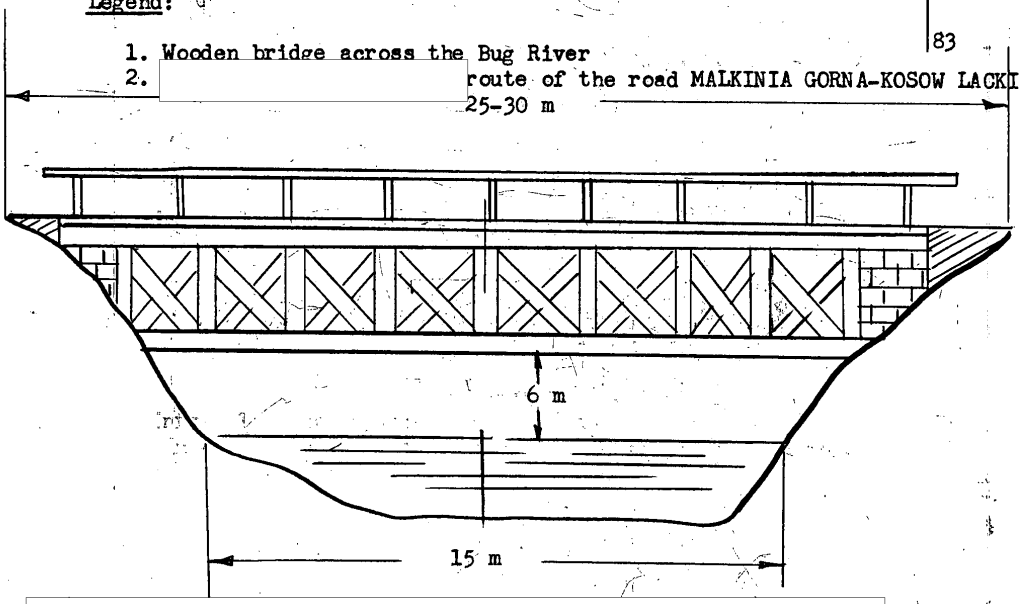
Poland, 1:100.000
WYSZKOW

50X1-HUM

50X1-HUM

Legend:

1. Wooden bridge across the Bug River
2. route of the road MALKINIA GORNA-KOSOW LACKI



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